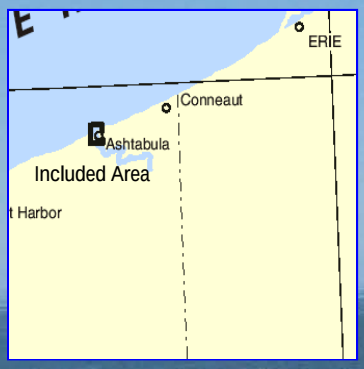
BookletChart™

Ashtabula Harbor

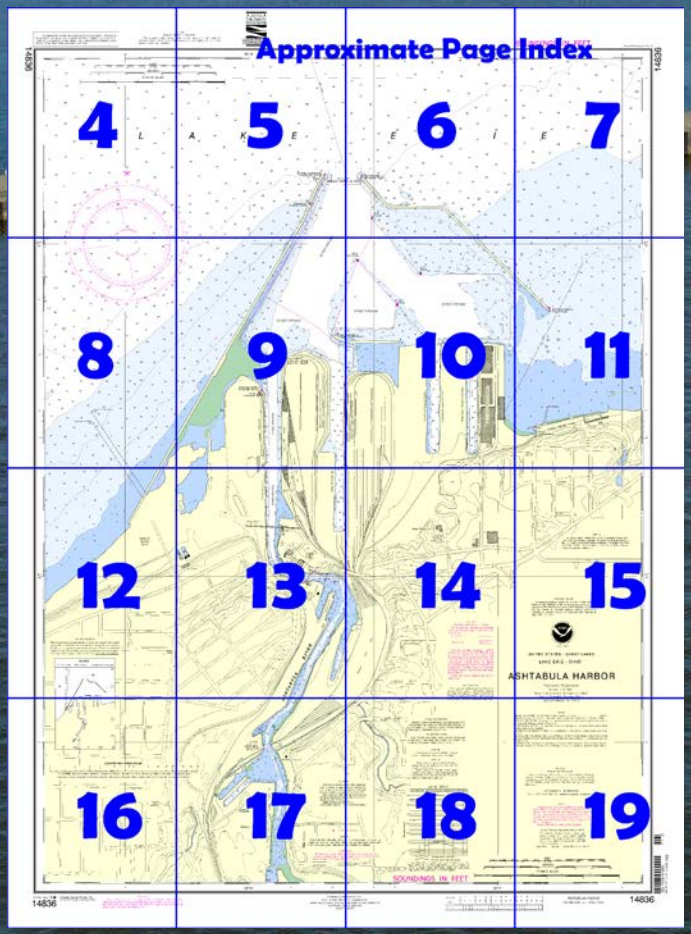
NOAA Chart 14836

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

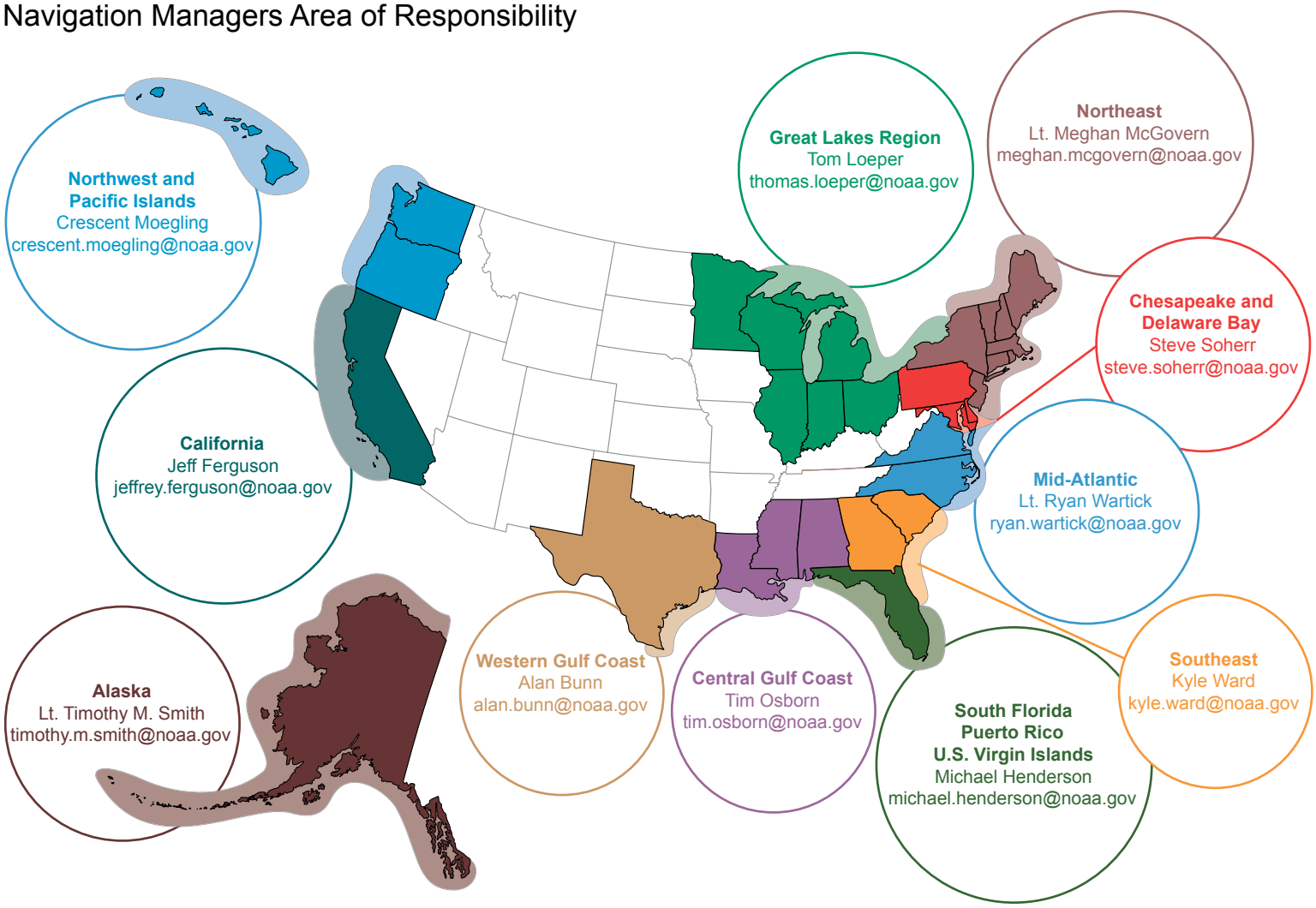
For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14836

(Selected Excerpts from Coast Pilot)
Ashtabula Harbor is about 119 miles SW of Buffalo and about 59 miles NE of Cleveland. It comprises an outer harbor, the navigable portion of the **Ashtabula River** for about 2 miles above the mouth, and two large slips opening directly into the lake under the protection of the breakwaters.
The lighted stacks 1.5 miles SE and 1.8 miles ESE of the harbor entrance are conspicuous. The silos on the W side of the river mouth are also prominent.
Ashtabula Harbor Light (41°55.1'N., 80°47.8'W.), 51 feet above the water, is shown from a white cylindrical tower on a white square house near the outer end of W breakwater.
The harbor is entered from Lake Erie through a dredged entrance channel between converging breakwaters that are marked at the outer ends by lights. Inside the breakwaters, the outer harbor divides into E and W channels with a central turning basin. The limits of the dredged areas in the outer harbor are marked by buoys. The W channel leads along the W breakwater and around the W end of an inner detached breakwater to the mouth of the Pinney Minnesota Slip and to the mouth of the Ashtabula River and thence upstream for about 2 miles; a turning basin is 0.3 mile below the head of the project. A light marks the W end of the inner detached breakwater. The E channel leads SE to a basin off the entrance to two large slips. A triangular turning basin is between the two outer channels on the N side of the inner detached breakwater.
An overhead conveyor with a clearance of 100 feet crosses the Ashtabula River about 0.5 mile above the mouth. An overhead power cable with a clearance of 120 feet is about 0.1 mile N of the overhead conveyor. The Fifth Street bridge about 0.15 mile upstream from the conveyor has a bascule span with a clearance of 11 feet. The ConRail bridge about 1.5 miles above the river mouth has a bascule span with a clearance of 11 feet. An overhead cable on the N side of the bridge has a clearance of 131 feet. (See **33 CFR 117.1 through 117.59 and 117.847**, chapter 2, for drawbridge regulations.)
Ashtabula Coast Guard Station is on the E side of the Ashtabula River about 0.5 mile above the mouth.
Harbor regulations.–A **speed limit** of 6 mph is enforced in the harbor except in the outer harbor where the speed limit is 10 mph (8.7 knots).
Several marinas on the Ashtabula River provide transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, and a launching ramp. Mobile lifts to 40 tons are available for hull, engine, and electronic repairs. In 1977, depths of 8 to 16 feet were reported alongside the berths.
Two unmarked **dumping grounds,** with least reported depths of 35 feet, are 2.4 miles N and 2 miles NE of the harbor entrance.
Wharves.–The wharves of Ashtabula Harbor are on the south side of the outer harbor and along both sides of the Ashtabula River. Only the deep-draft facilities are described. (For a complete description of the port facilities, refer to Port Series No. 42, published and sold by the U.S. Army Corps of Engineers. See Appendix A for address.)
Anchorages.–Deep-draft vessels normally anchor about 2 miles ENE or W of the breakwater entrance in 35 to 45 feet, sand and mud bottom.
Supplies.–Diesel oil by tank truck and limited marine supplies and provisions are available at Ashtabula.
Repairs.–Three companies in Ashtabula make above-the-waterline repairs and install equipment and machinery for vessels at berth.
Small-craft facilities.–There are several marinas on the Ashtabula River south of the overhead conveyor. These marinas can provide transient berths, gasoline, diesel fuel, water, ice, electricity, pump-out facilities, marine supplies, and launching ramps. Mobile lifts to 40 tons are also available for full repairs.
Communications.–Ashtabula is served by ConRail and Norfolk Southern Railway, and has good highway connections.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Navigation Managers Area of Responsibility

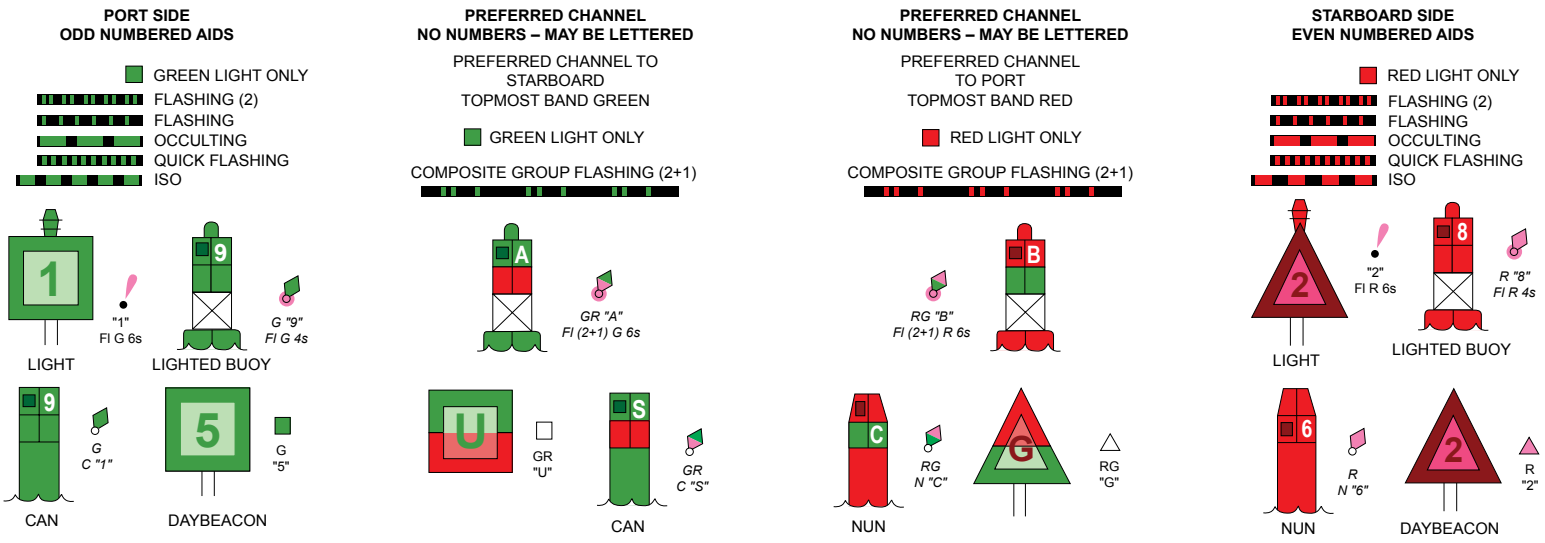


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

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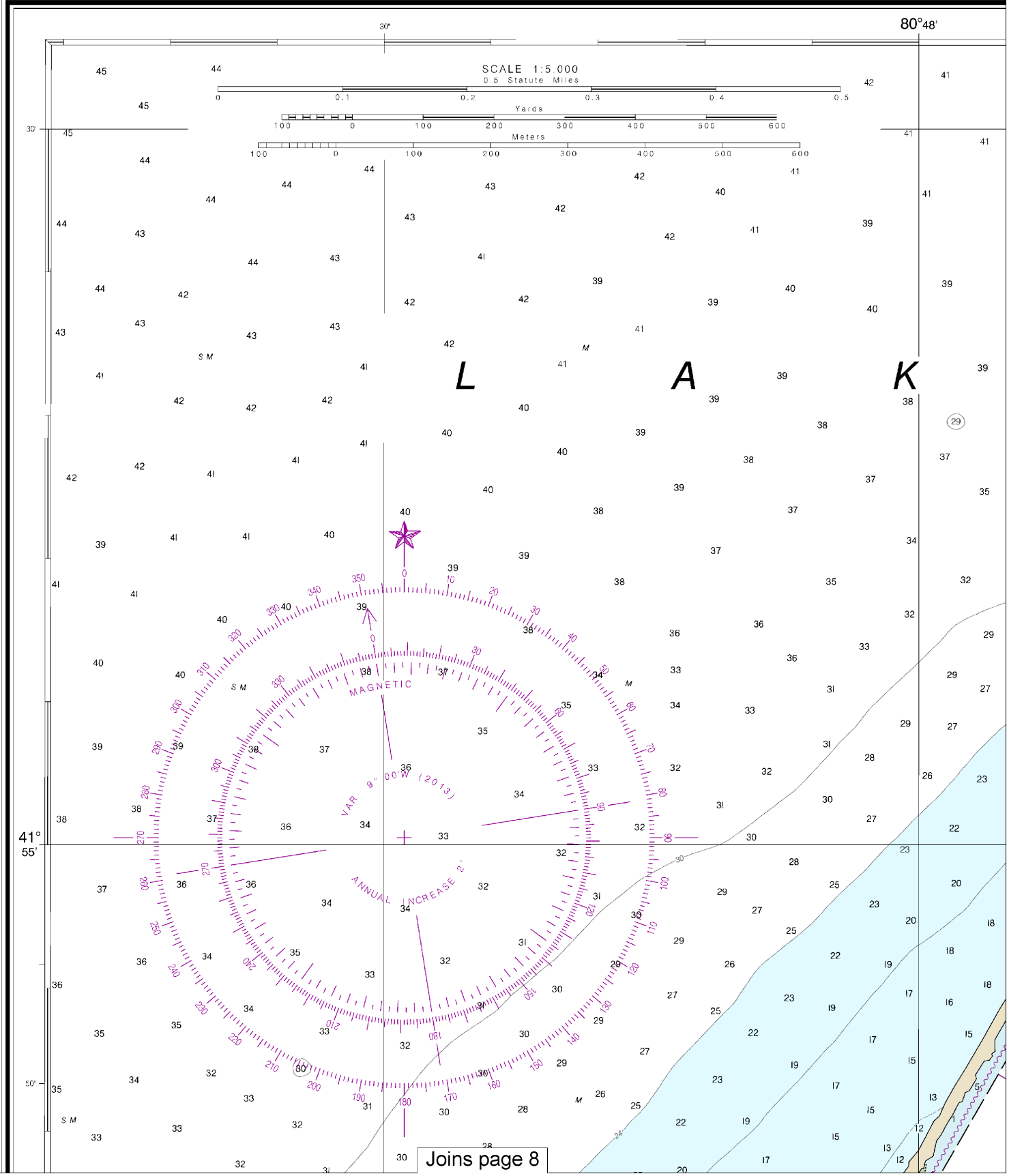
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

CAUTION
BASCULE BRIDGE CLEARANCES
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.



4

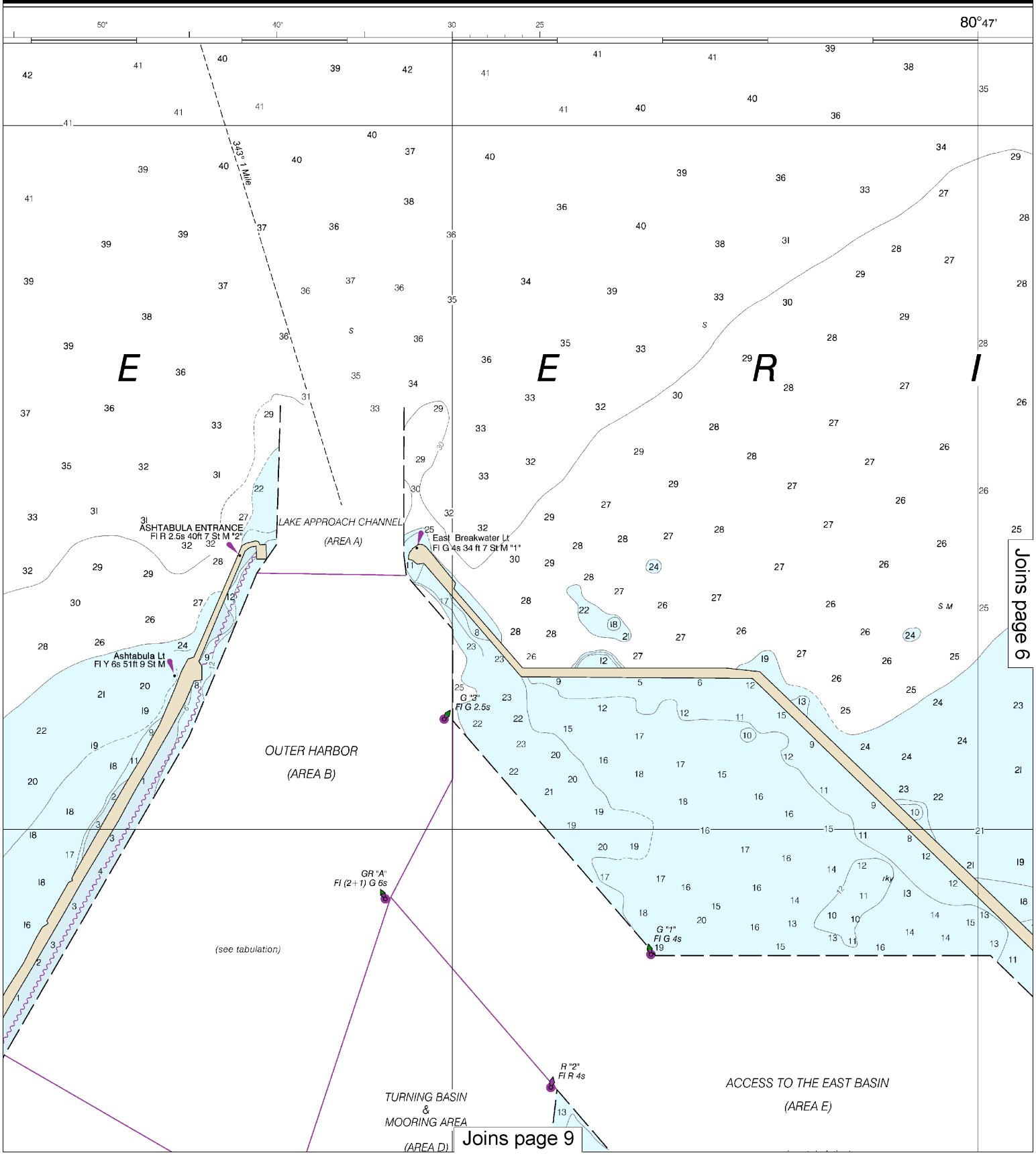
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:5,000~~
0.5 Nautical Miles

See Note on page 5.

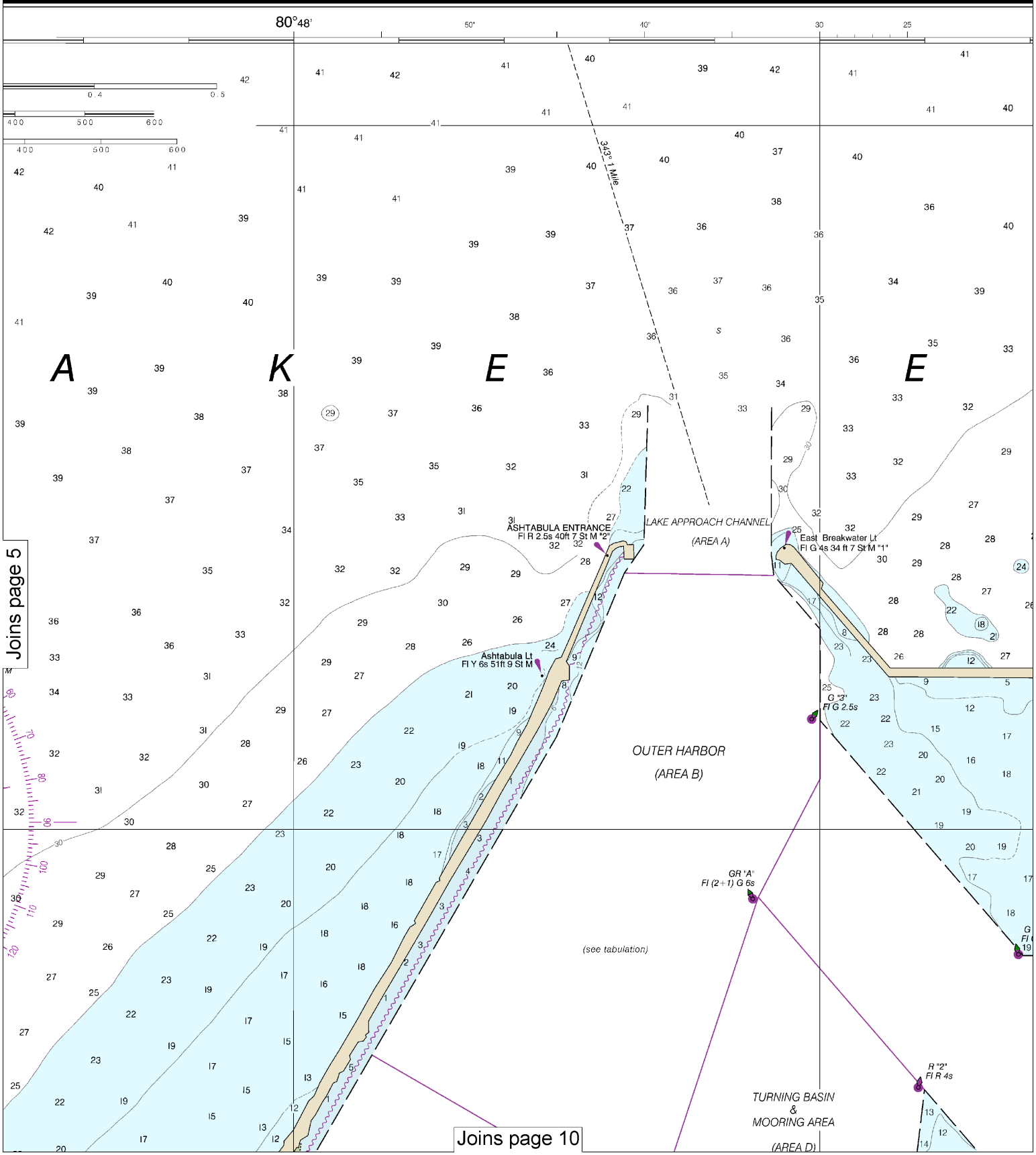
Formerly LS 342, 1st Ed., Nov 1901 KAPP 1159



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:6666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

UTION
GE CLEARANCES
ans do not open to a full upright or
learance is not available for the entire

Formerly LS 342, 1st Ed., Nov 1901 KAPP 1159



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:5,000~~

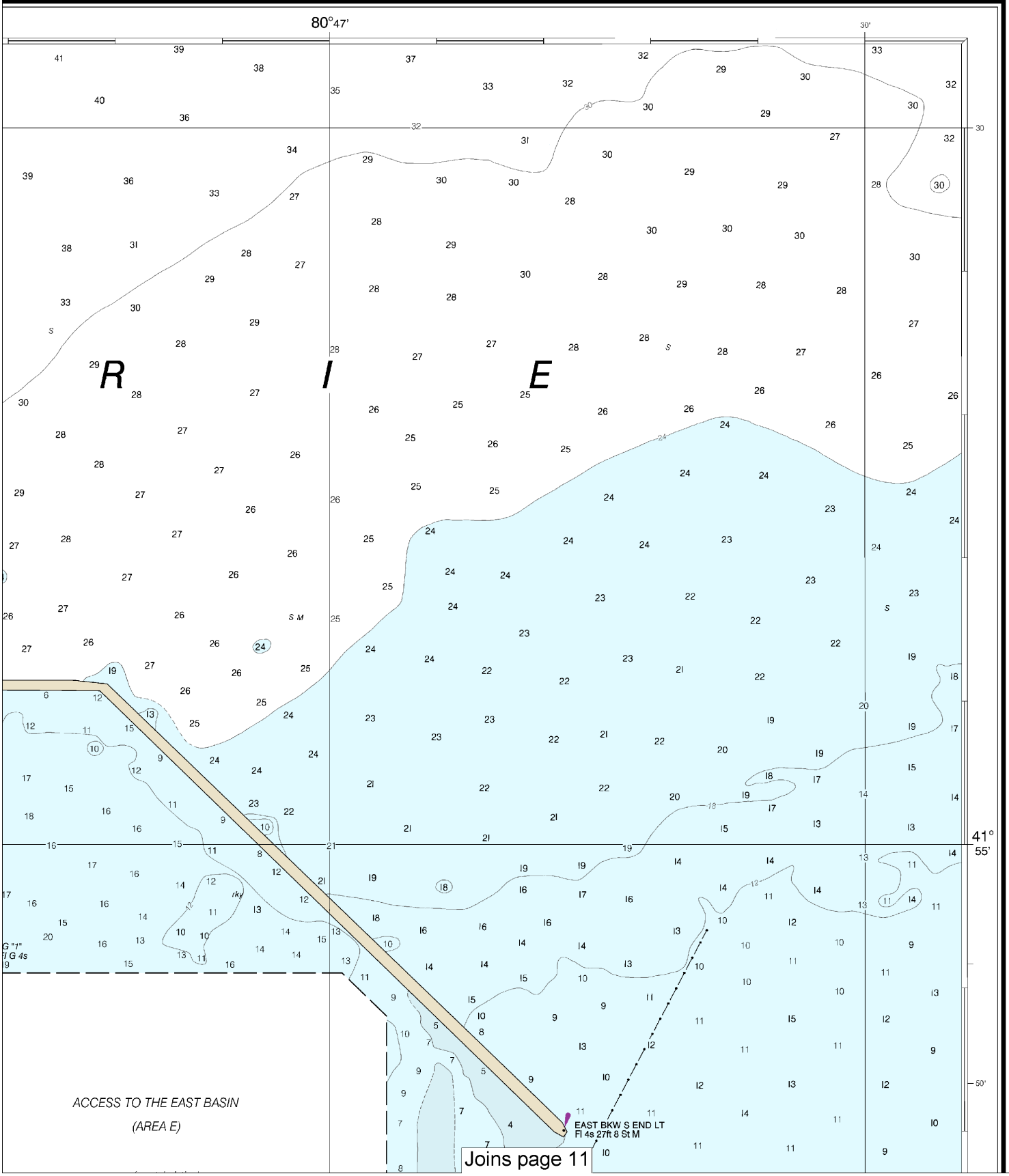
0.5 Nautical Miles

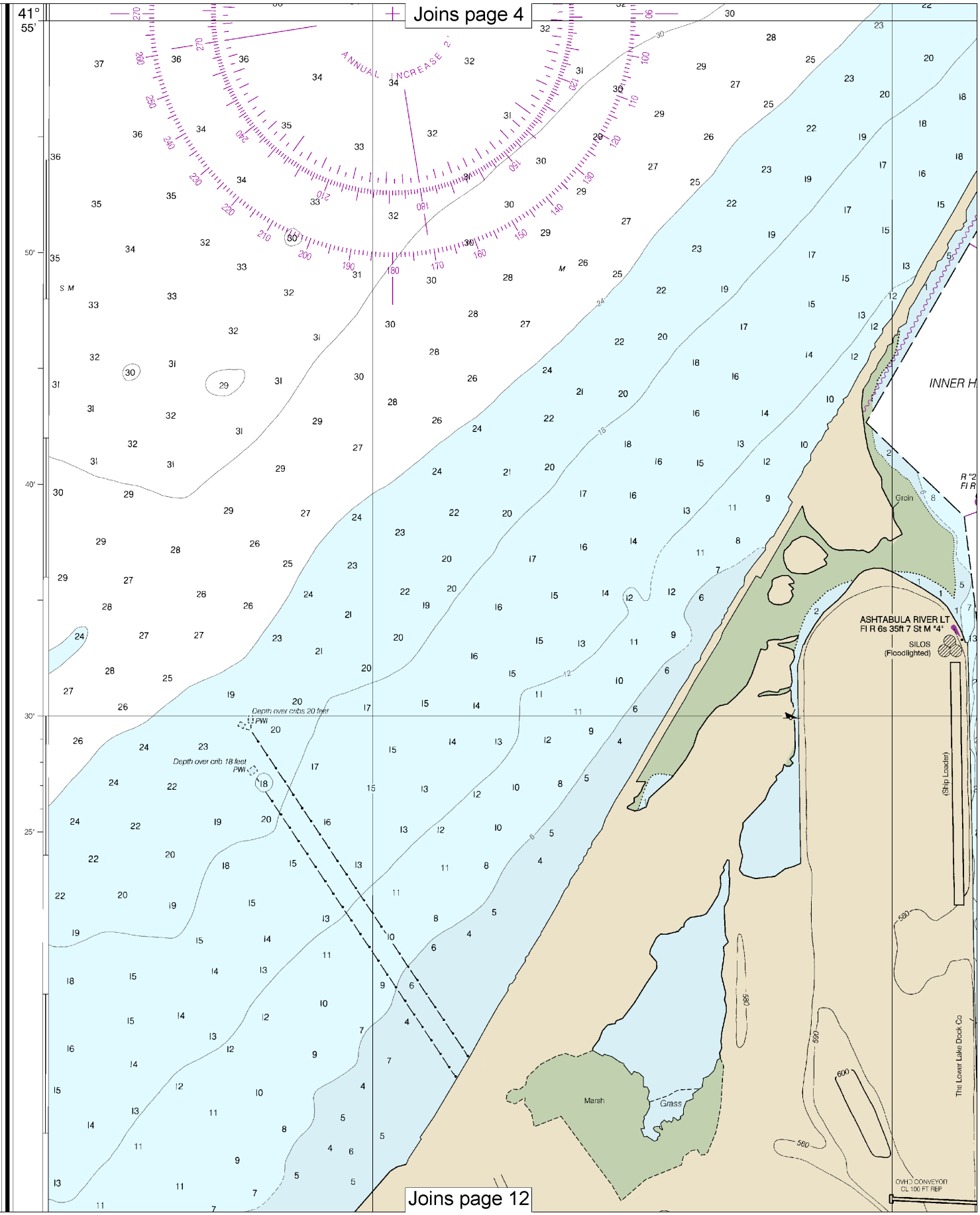
0 0.1 0.2 0.3 0.4 0.5

Yards

100 0 100 200 300 400 500 600

See Note on page 5.


80°47'
30'
41°
55'
50"
R I E
ACCESS TO THE EAST BASIN
(AREA E)
EAST BKW S END LT
Fl 4s 27ft 8 St M
Joins page 11



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:5,000~~

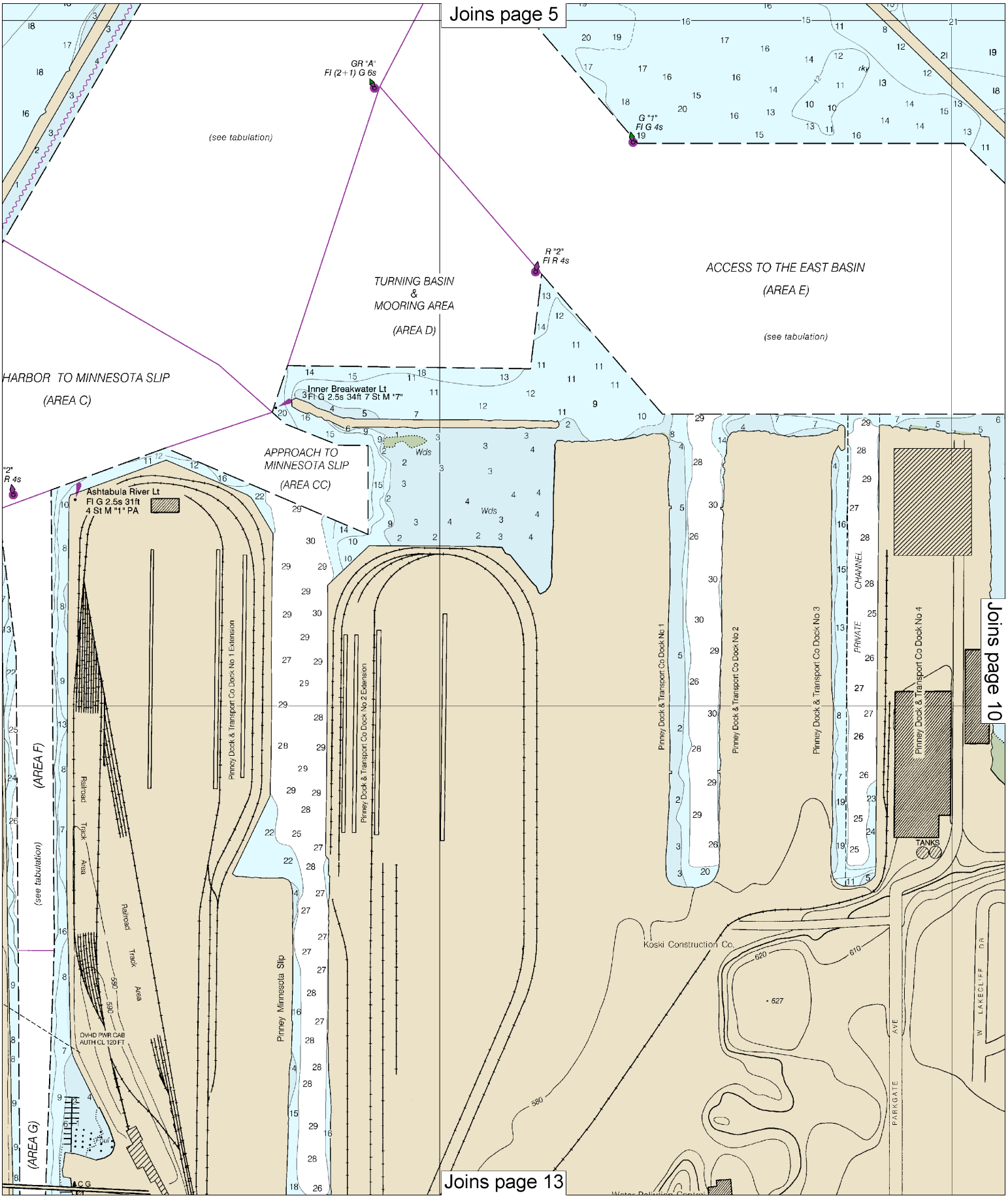
0.5 Nautical Miles

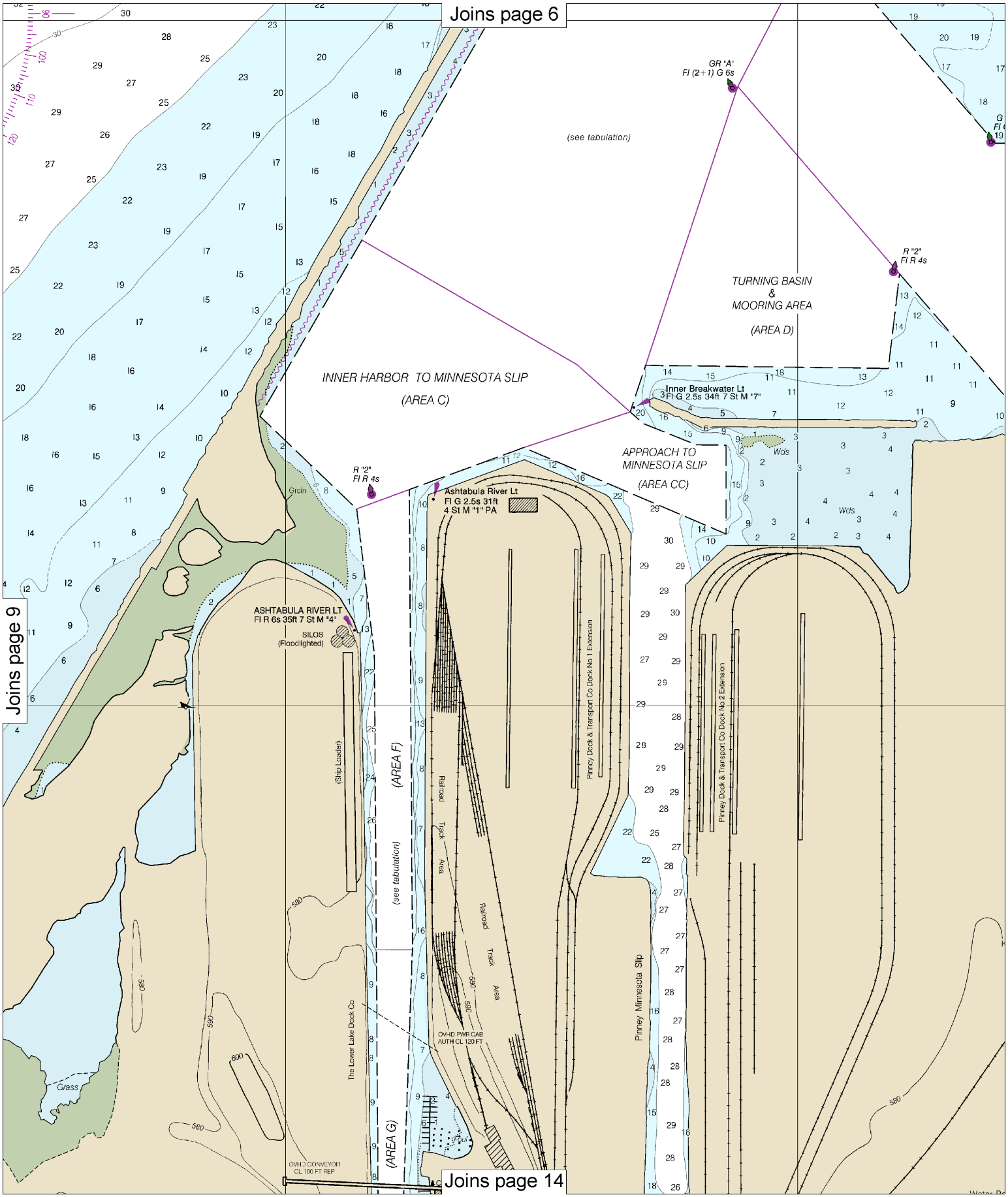
0 0.1 0.2 0.3 0.4 0.5

Yards

100 0 100 200 300 400 500 600

See Note on page 5.


Joins page 5
GR "A"
Fl (2+1) G 6s
(see tabulation)
G "1"
Fl G 4s
R "2"
Fl R 4s
TURNING BASIN
&
MOORING AREA
(AREA D)
ACCESS TO THE EAST BASIN
(AREA E)
(see tabulation)
HARBOR TO MINNESOTA SLIP
(AREA C)
Inner Breakwater Lt
Fl G 2.5s 34ft 7 St M "7"
APPROACH TO
MINNESOTA SLIP
(AREA CC)
Wds
Wds
"2"
R 4s
Ashtabula River Lt
Fl G 2.5s 31ft
4 St M "1" PA
Pinney Dock & Transport Co Dock No 1 Extension
Pinney Dock & Transport Co Dock No 2 Extension
Pinney Dock & Transport Co Dock No 1
Pinney Dock & Transport Co Dock No 2
Pinney Dock & Transport Co Dock No 3
Pinney Dock & Transport Co Dock No 4
CHANNEL
PRIVATE
TANKS
(AREA F)
(see tabulation)
Railroad Track Area
Railroad Track Area
OVHD PWR CAB
AUTH CL 120 FT
Pinney Minnesota Slip
(AREA G)
C G
Koski Construction Co.
620
610
627
580
PARKGATE AVE
W LAKECLIFF DR
Joins page 10
Joins page 13



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:5,000~~

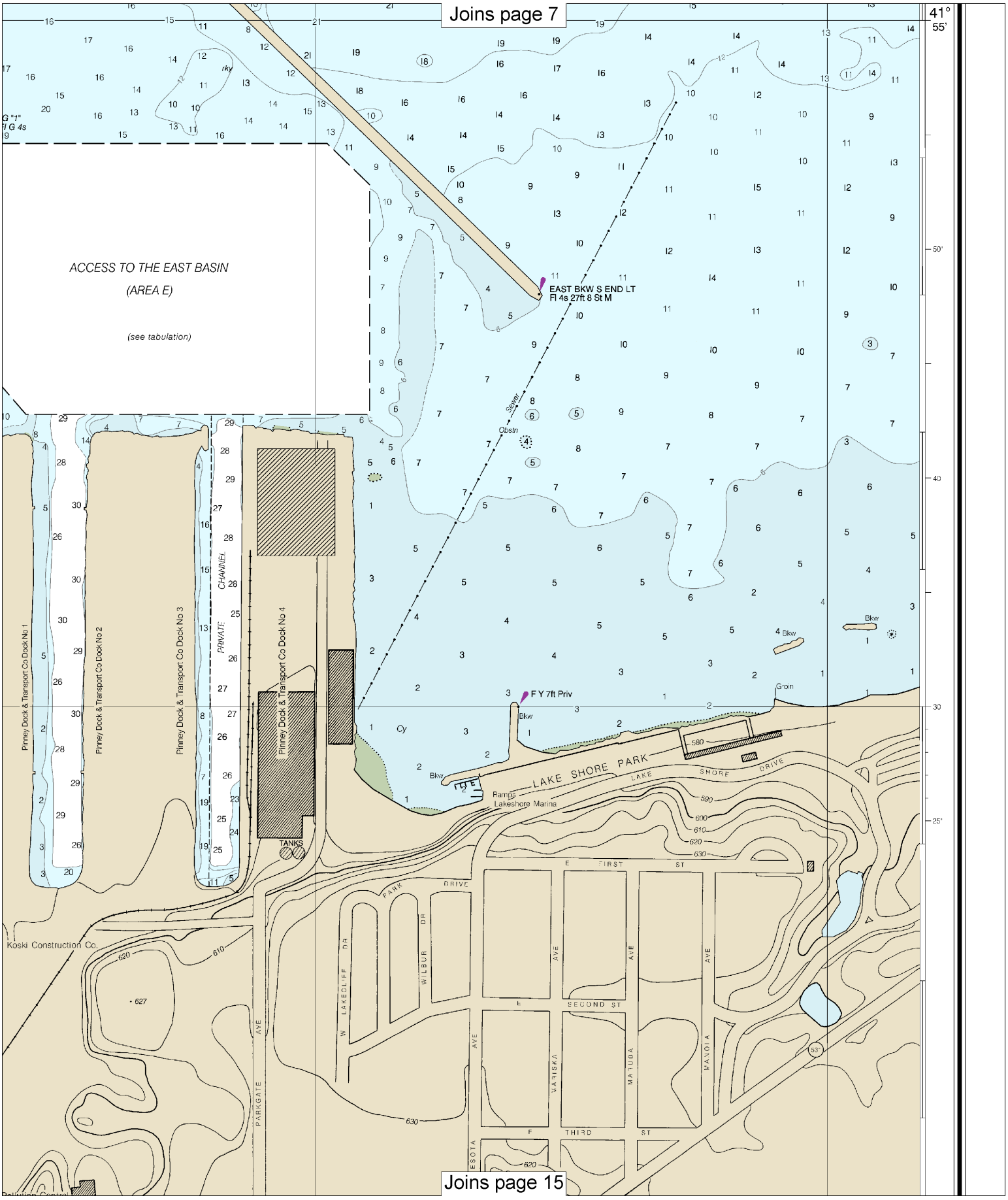
0.5 Nautical Miles

0 0.1 0.2 0.3 0.4 0.5

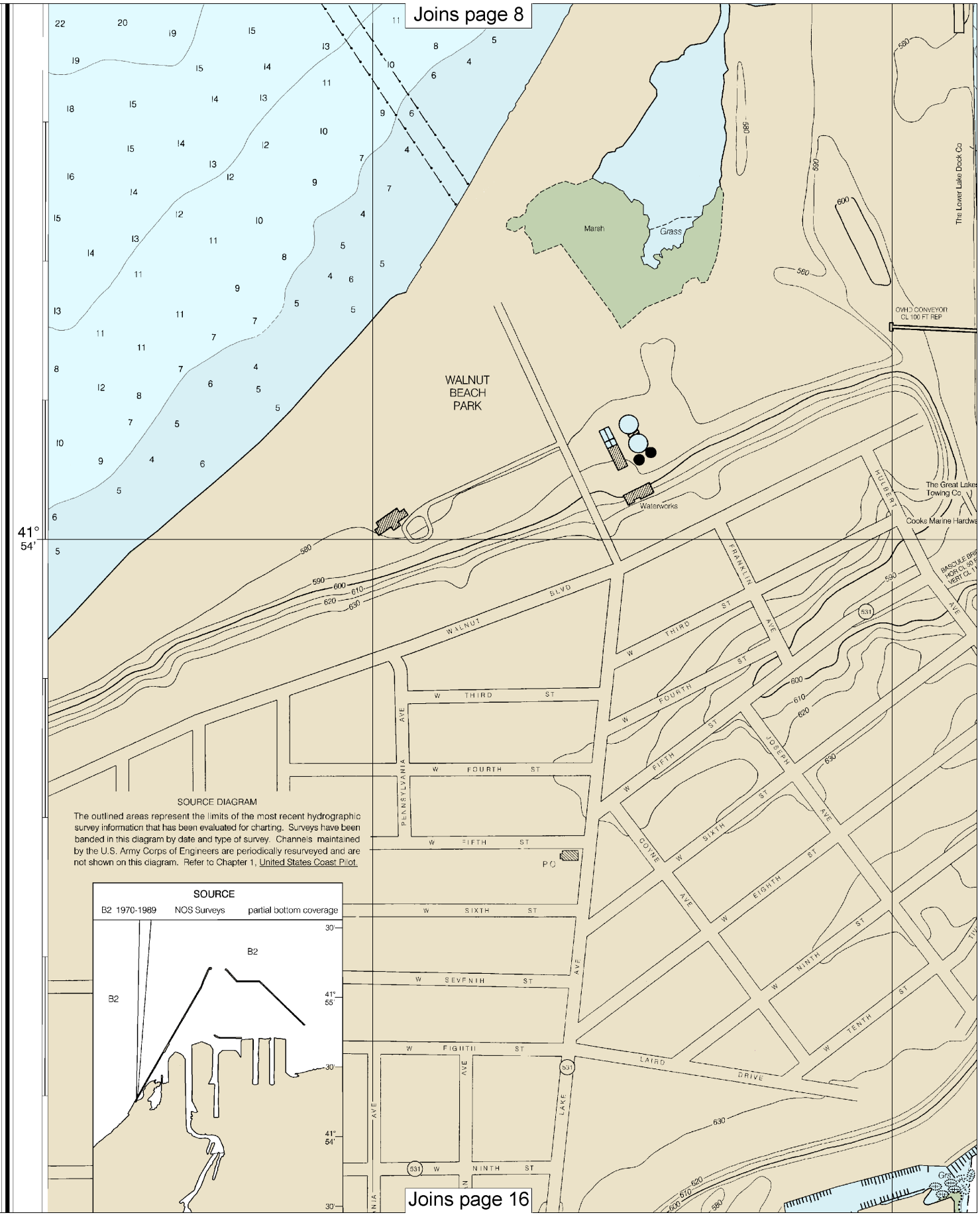
Yards

100 0 100 200 300 400 500 600

See Note on page 5.


Joins page 7
41° 55'
ACCESS TO THE EAST BASIN
(AREA E)
(see tabulation)
EAST BKW S END LT
Fl 4s 27ft 8 St M
Sewer
Obstn
F Y 7ft Priv
Bkw
Cy
Groin
Pinney Dock & Transport Co Dock No 1
Pinney Dock & Transport Co Dock No 2
Pinney Dock & Transport Co Dock No 3
Pinney Dock & Transport Co Dock No 4
CHANNEL
PRIVATE
TANKS
LAKE SHORE PARK
LAKE SHORE DRIVE
Ramps
Lakeshore Marina
E FIRST ST
E SECOND ST
E THIRD ST
PARK DRIVE
W LAKECLIFF DR
WILBUR DR
AVE
VATISKA
MATUDA
MANOA
ESOTA
PARKGATE
Koski Construction Co.
627
Joins page 15

Joins page 8



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Joins page 16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:5,000~~

0.5 Nautical Miles

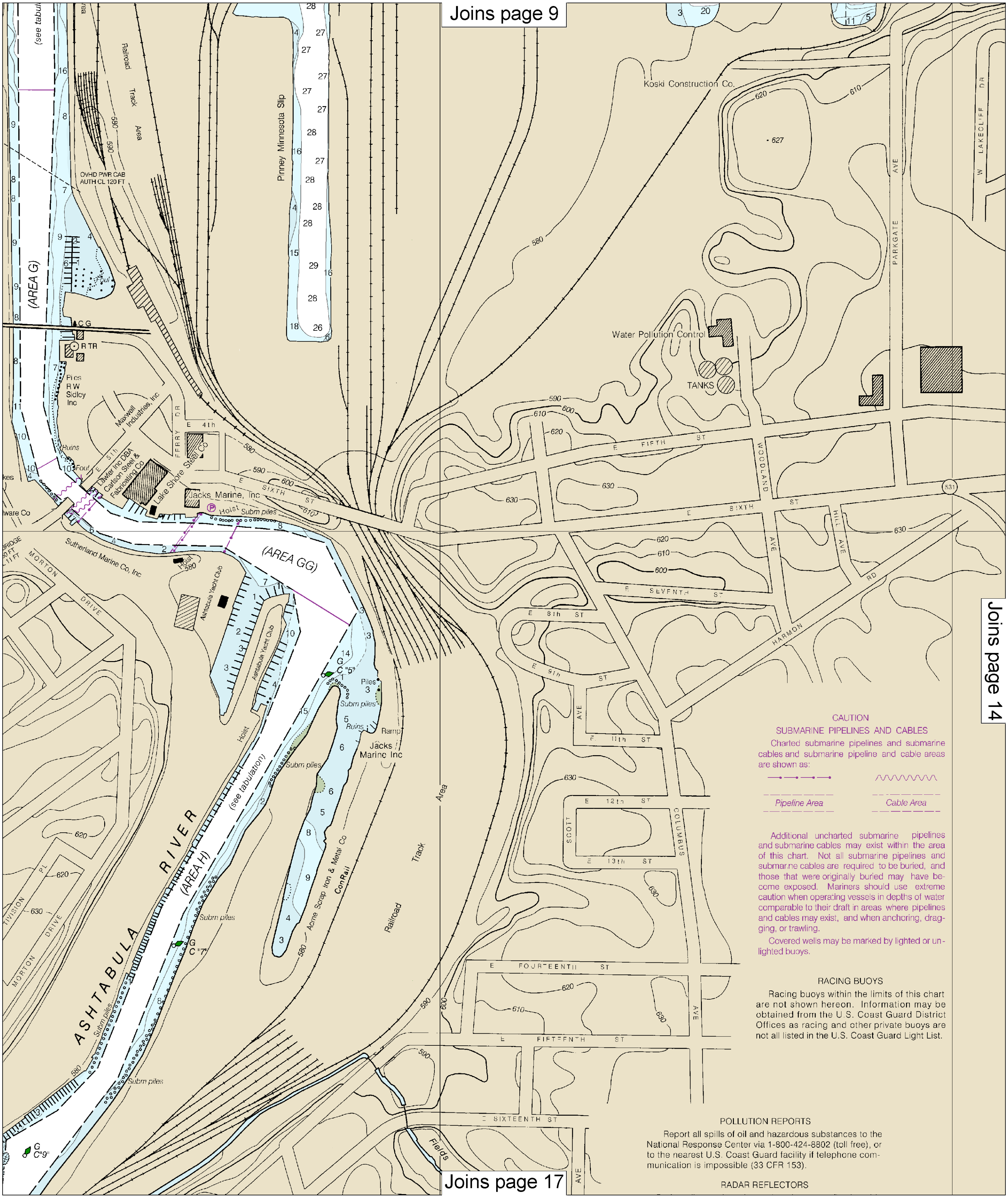
0 0.1 0.2 0.3 0.4 0.5

Yards

100 0 100 200 300 400 500 600

See Note on page 5.

Joins page 9



CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

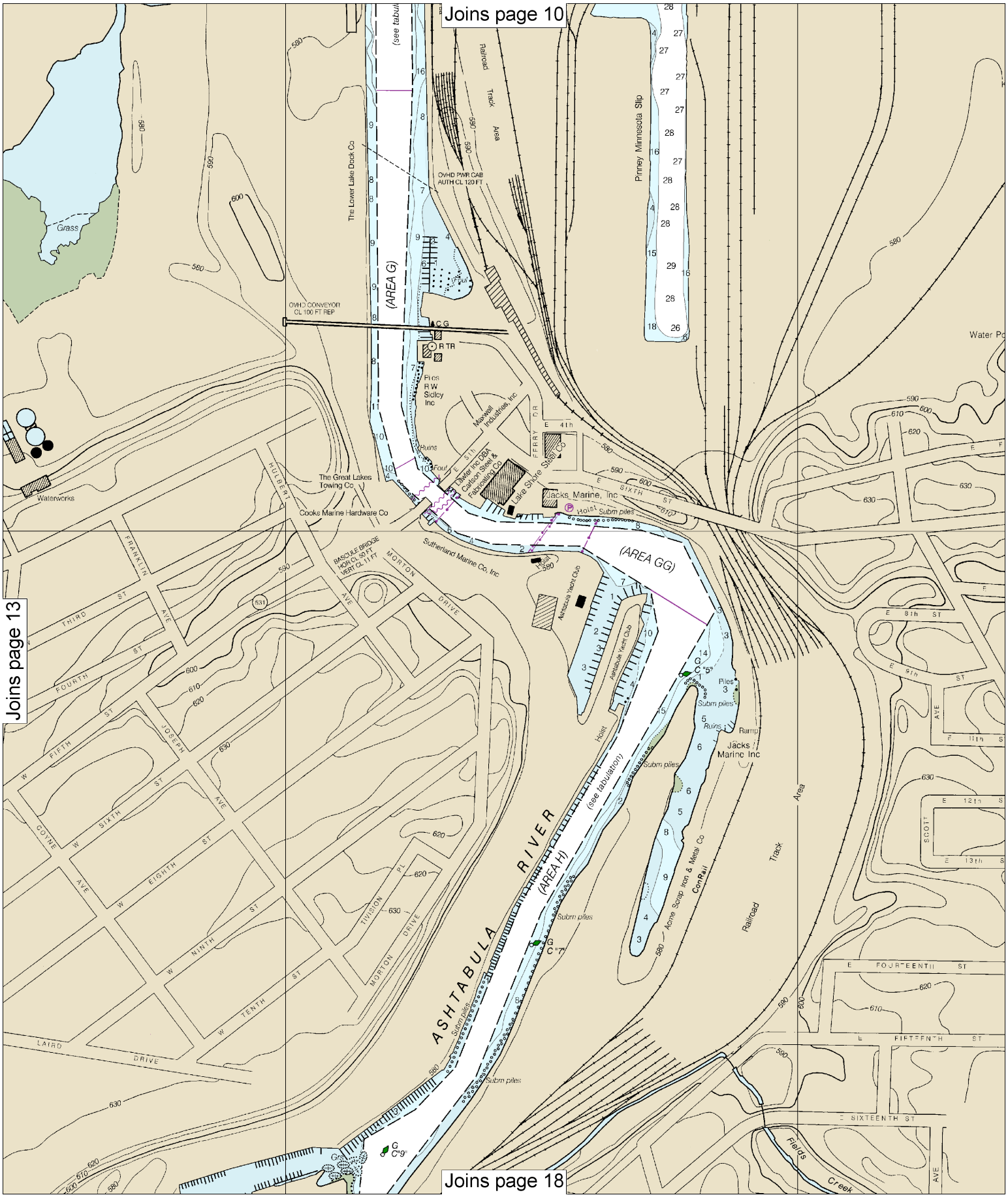
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Joins page 14

Joins page 17



14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:5,000~~

0.5 Nautical Miles

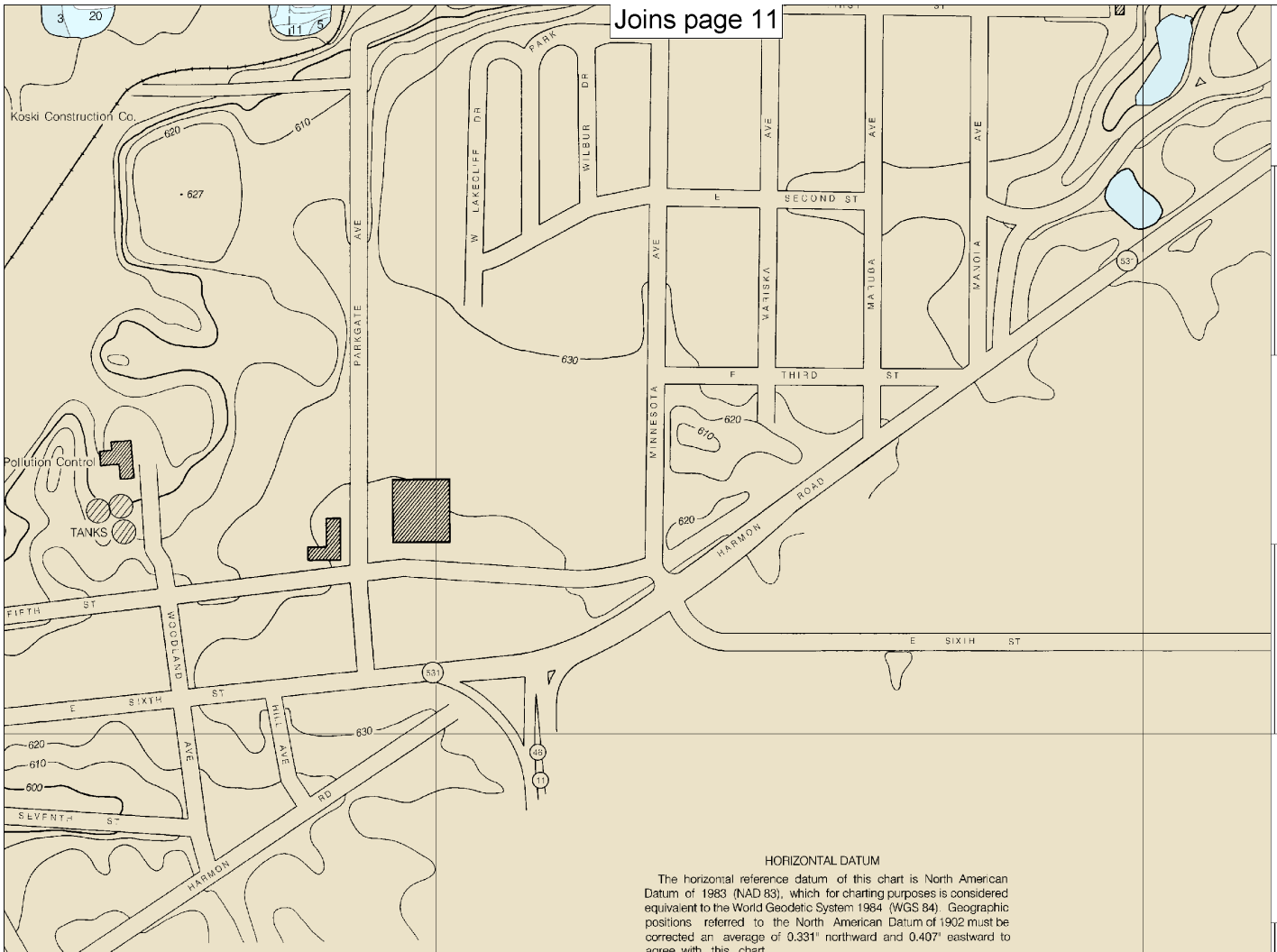
0 0.1 0.2 0.3 0.4 0.5

Yards

100 0 100 200 300 400 500 600

See Note on page 5.

Joins page 11



41° 54'

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.331" northward and 0.407" eastward to agree with this chart.

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GREAT LAKES

LAKE ERIE - OHIO

ASHTABULA HARBOR

Polyconic Projection
Scale 1:5,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

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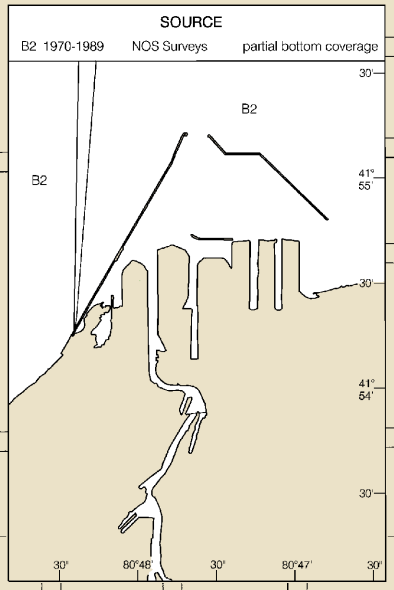
RADAR REFLECTORS

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
BRIDGE A ANCES. When the water surface is above Low Water

Joins page 19

Joins page 12



ASHTABULA RIVER AND HARBOR CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH FEET	DEPTH MLLW (FEET)
ASHTABULA HARBOR (AREA)								
LAKE APPROACH CHANNEL (A)	10.4	29.4	28.7	10.1	5,6-15	600	*	29
OUTER HARBOR (B)	16.3	24.5	25.0	3.5	5,6-15	600-1400	2600 (b)	28
INNER HARBOR TO MINNESOTA SLIP (C)	11.6	12.9	12.2	0.5	5,6-15	1080	1100	27
APPROACH TO MINNESOTA SLIP (CC)	15.1	15.1	15.1	15.1	5,6-15	300-420	825	27
TURNING BASIN AND MOORING AREA (D)	11.6	11.8	11.8	11.8	5,6-15	1200	1300 (b)	22*
ACCESS TO THE EAST BASIN (E)	10.9	8.2	7.9	6.1	5,6-15	700-1200	3100	28
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH FEET	DEPTH MLLW (FEET)
ASHTABULA RIVER CHANNEL (AREA)								
FIRST 2000 FEET (F)	15.9	17.6	18.8	16.1	5,6-15	230-170	2000	27
THENCE TO FIFTH ST BRIDGE (G)	13.0	15.5	16.8	11.1	5,6-15	100-150	1880	18*
THENCE TO UPSTREAM END OF UPPER TURNING BASIN (GG)	2.0	5.6	8.9	6.3	5,6-15	100-250	1370	18*
THENCE TO OLD CAR FERRY DOCKS (H)	6.3	8.5	8.5	6.4	5,6-15	100-200	3600	16*
UPPER TURNING BASIN (I)	9.3	9.3	9.3	9.3	5,6-15	400	450 (b)	16*
THENCE TO THE END OF PROJECT (J)	4.7	5.2	5.2	4.7	5,6-15	100	1551	16*

* - NOT MAINTAINED
(b) - IRREGULARLY SHAPED, CONSULT THE CORPS OF ENGINEERS
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

14836

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS IN FE

28th Ed., Nov. 2013. Last Correction: 5/6/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:5,000~~

0.5 Nautical Miles

0 0.1 0.2 0.3 0.4 0.5

Yards

100 0 100 200 300 400 500 600

See Note on page 5.

Joins page 13

submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

POLLUTION REPORTS

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RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

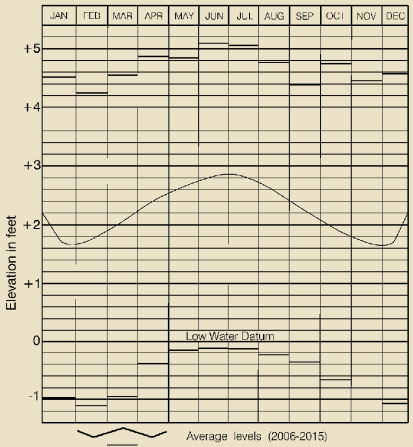
CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

LAKE ERIE



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

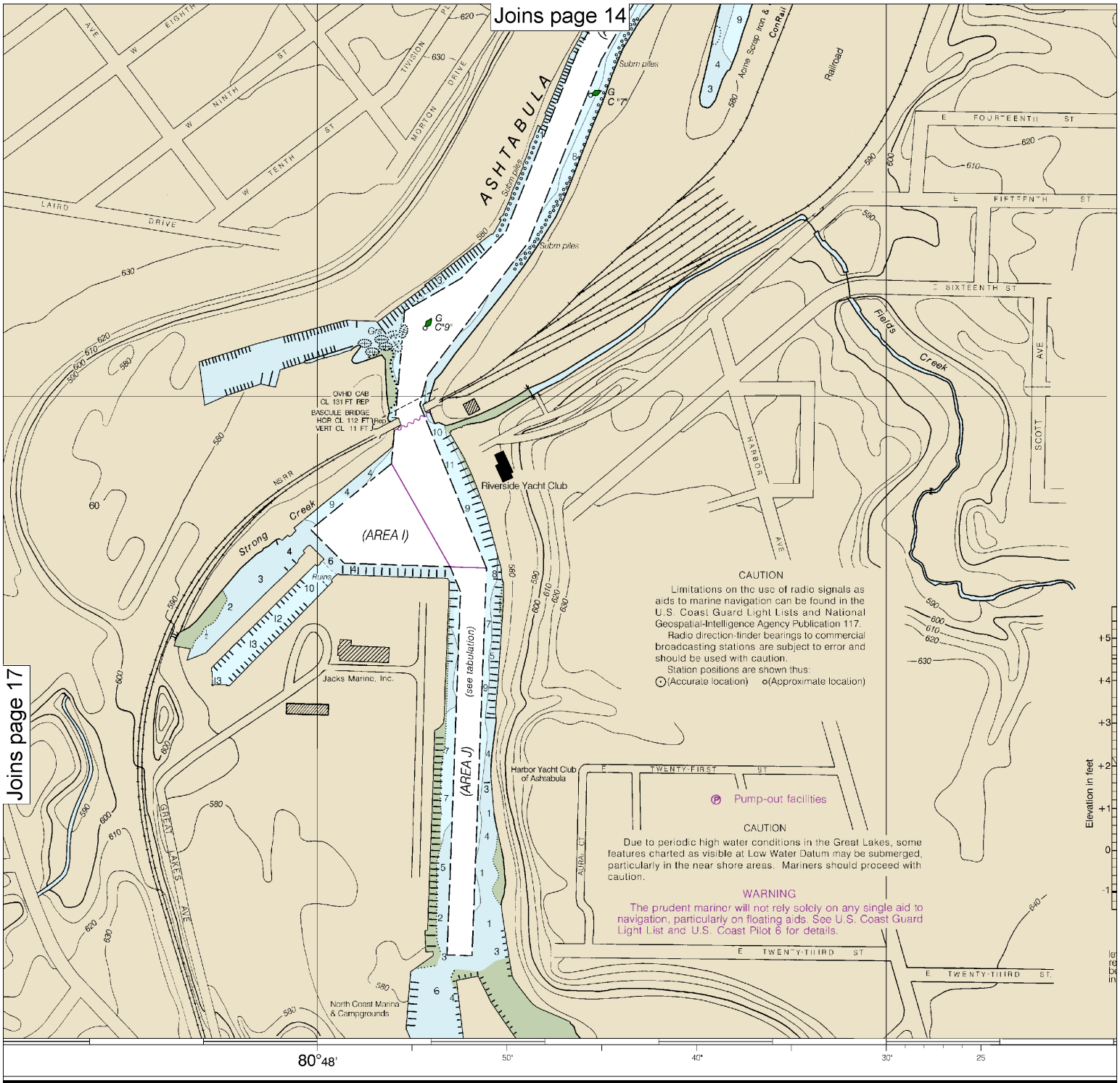
Joins page 18

EET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	
FEET	6	12	18	24	30	36	42	48	54	60	
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19

Joins page 14



Joins page 17

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:5,000~~

0 0.1 0.2 0.3 0.4 0.5 Nautical Miles

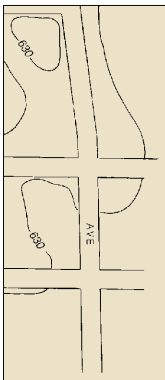
0 100 200 300 400 500 600 Yards

See Note on page 5.

Joins page 15

ASHTABULA HARBOR

Polyconic Projection
Scale 1:5,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET



submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

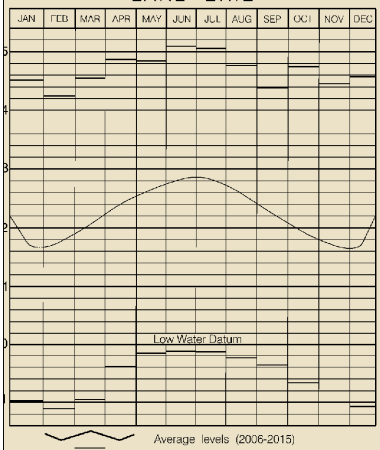
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

LAKE ERIE



Average levels (2006-2015)
Extreme Levels (period of record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....569.2ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Erie, PA	KEC-58	162.400 MHz
Meadville, PA	KZZ-32	162.476 MHz

SCALE 1:5,000

0.5 Statute Miles
0 0.1 0.2 0.3 0.4 0.5

Yards
100 0 100 200 300 400 500 600

Meters
100 0 100 200 300 400 500 600

80°47'

30'

30

918.3 X 864.9 mm

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Ashtabula Harbor
SOUNDINGS IN FEET - SCALE 1:5,000

14836

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker